# General Plan Program
# Technical Advisory Committee

## Minutes of Meeting #7 – January 28, 2004

The Technical Advisory Committee (TAC) for the General Plan program held its seventh meeting on Wednesday, January 28, 2004 at 2:00 P.M. on the 5th floor of City Hall, in the large conference room. Attendees were as follows:

**TAC Members**
Tom Boyd
Fran Dunajski
Conrad Guzkowski
Joyce Johnston
Kathy Gonzales
Anne Palatino
Naty Kopenhaver
Dr. Paul Ziemann
Dan Fairbanks
Sian Roman for Ed Studor
Don Hull
Mel Gutierrez for Bob Hall
Kim Peter
Ted Cronin
Tom Safford

**City Staff**
Craig Aaron, Principal Planner
Diane Jenkins, Senior Planner
Robert Laag, Jr. Planning Intern

**Consultant Team**
Laura Stetson, Cotton/Bridges/Associates
John Cook, Cotton/Bridges/Associates
Gary Hamrick, Meyer, Mohaddes Associates
Janet Harvey, Meyer, Mohaddes Associates

Laura Stetson stated that the consultant team and staff had been working with the Citizens' Advisory Committee (CAC) to develop a preliminary draft land use policy map, emphasizing infill development along transportation corridors. She said that the team has since run the proposed land use through a traffic model to determine circulation impacts toward the end of defining circulation policy recommendations.

She said that focus of today's meeting would be to review initial runs of the traffic model and discuss potential circulation scenarios to investigate in subsequent model runs.

**Main Discussion: Transportation and Circulation Issues**

Gary Hamrick, project consultant, made a presentation on efforts thus far in the circulation element update. (Hamrick's presentation is available for review on the General Plan website: www.riversideca.gov click on the General Plan icon.)

He said that state law requires that a land use element be supported by an accompanying circulation element. He stated that MMA's work has included a background study that started with a review of Riverside's roadway classification system. A typical 4-lane arterial has a capacity of about 32,300 vehicles per day (vpd); a 6-lane arterial has a capacity for about 48,500 vpd. Background work also included obtaining traffic counts at key intersections and selected streets. The study found several high volume traffic locations, including the following:

- Van Buren north of Arlington – 49,900 to 56,500 vpd
- Alessandro between Chicago and Trautwein – 42,100 to 46,400 vpd
- Van Buren west of Wood Road – 42,100 vpd
- Tyler between Magnolia and Indiana – 40,900 vpd
- Arlington between Victoria and Alessandro – 37,200 vpd
- Van Buren between Magnolia and Indiana – 37,100 vpd

Hamrick next presented intersection analyses. Intersection traffic is rated on a "Level of Service" scale that is graded "A" for least congested to "F" for most congested. He said that a Level of Service D is typically considered acceptable peak-hour operating conditions for most cities in California. All intersections in Riverside are operating at Level of Service D or better during morning and afternoon peak traffic hours.

Hamrick then introduced the traffic model. He stated that it was based on land use and employment information from the Southern California Association of Governments. He said the purpose of the model is to be able to evaluate future traffic conditions under different land use and transportation scenarios, taking into consideration anticipated traffic increases from communities surrounding the City.

He said the initial model runs looked at two scenarios. First, the model reported the impact of future proposed land use on the City's roadway system as it exists in 2004. He said this is a worst-case scenario because it assumes that there will be no improvement or expansion of the City's roadway system from 2004, despite the roads already planned for improvement and the addition of anticipated new traffic. The second model run investigated future proposed land use upon the City's roadway system as currently proposed in the circulation element. He presented a map that called out the planned features of the City's roadway system that have not yet been built.

A primary observation from the initial traffic model run was that significant traffic growth was observed, but that relatively little of it was apparently attributable to proposed land use changes within the City, compared with anticipated traffic growth from outside communities. Hamrick noted that the model was showing significant increases in cut-through traffic on key routes through the City.

Hamrick stated that the next step in the process would be to conduct additional runs of the traffic model that included or subtracted various roadway network elements, both in and immediately outside Riverside. He said that this would help determine the ultimate future impact on all of the City's roadways.

Stetson stated that the City's proposed land use plan was based on the idea that growth could be accommodated by focusing it at underutilized areas along existing travel corridors, rather than pushing it to the urban fringe. She reemphasized that much of the traffic growth seen on the model was the result of anticipated growth of the Inland Empire. She said that Riverside's land use plan was designed to allow the City to grow consistent with the City's identified vision, channeling its share of regional growth along key travel corridors.

Tom Boyd stated that land uses proposed for Riverside are not significant traffic generators relative to anticipated growth in regional traffic. He said that a strong transportation network was critical to attract more employment to the City.

During the ensuing discussion, Dan Fairbanks of March Air Reserve Base JPA asked about which Regional Transportation Plan was factored into the model. Conrad Guzkowski asked if growth at UCR was factored into the model. Hamrick and John Cook responded that anticipated growth of all colleges and universities was researched and included in the model.

Boyd stated that a river crossing connection to Schliessman in Riverside County was a funded project under the TUMF program and as such, should be considered in the base model. He also noted that an extension of Collett Avenue into Corona was similarly planned and should be on the base map.

Hamrick then stated that the initial next scenario would likely include the following components:

- Cajalco Expressway: expanded to a 6-lane expressway, consistent with an anticipated proposal from Riverside County
- Overlook Parkway connection: The existing Circulation Element includes the connection of Overlook Parkway to run from Washington to Alessandro.
- Overlook connection to Madison: The study would investigate the potential of creating a connection from the western end of Overlook to Madison or possibly Dufferin.
- Central Avenue: The model would at least investigate the potential impact of completing Central Avenue between Alessandro and Chicago, although the existing Circulation Element does not include this connection.
- Alessandro – The model run would investigate keeping Alessandro at 4 lanes instead of expanding it to 6 lanes, as called for in the current Circulation Element, based on the idea that the pending expansion of Cajalco and other improvements might remove pressure from Alessandro.

He asked the TAC for additional roadway network elements to consider in a subsequent traffic model run.

Regarding Cajalco, Craig Aaron stated that the County is requiring dedication of right-of-way for a potential Cajalco extension to I-15. Anne Palatino said that the Cajalco plans should allow for express transit capability.

After additional discussion, the consultant team noted that the CAC would be providing additional input on roadway network elements to model and that subsequent model runs would take place soon thereafter.

The meeting was adjourned at 3:40 p.m.